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Contents for Week of October 28, 1935. Vol. XIV. No. 16.

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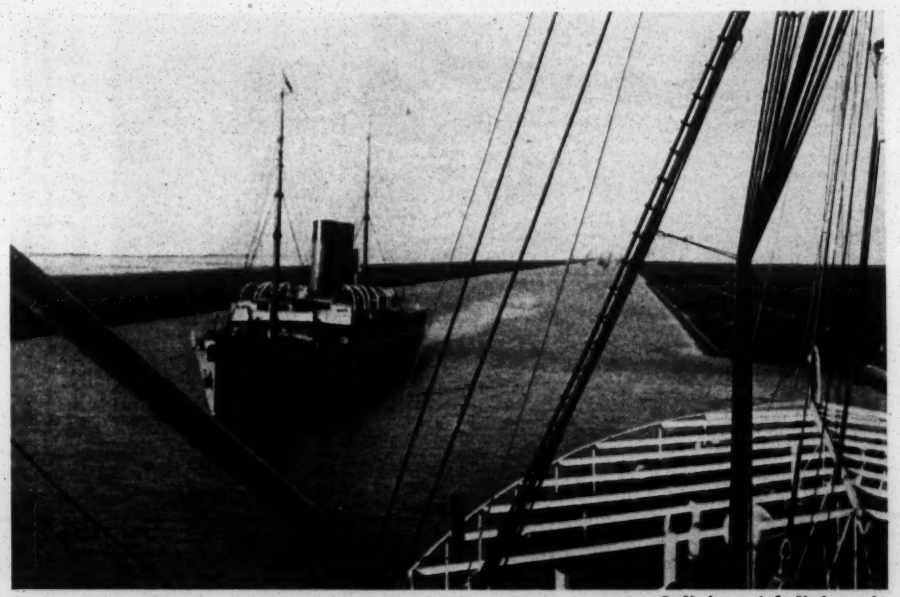

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A LITTLE PASSAGE OF GREAT IMPORTANCE

Just a narrow strip of water paralleled by the Port Said-to-Cairo railroad on one side and Arabian desert sands on the other—this is the impression of passengers sailing through the Suez Canal. At present, Italian troops and munitions are pouring through on their way to Ethiopia (See Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Suez Canal Is a Short Cut to the Orient

"OPEN to all countries at all times" is the policy of the Suez Canal, just restated by its directors. They declare that even in case of a blockade by the League of Nations or by England the passage will not be officially closed.

This 100-mile waterway, which slices through the narrow peninsula linking Asia to Africa, enables ships to steam directly between the Mediterranean and Red Seas without making the tedious voyage around the Cape of Good Hope. For ships of all European nations trading with the Orient and East Africa, the canal is a tremendous saver of time and distance.

Great Britain Especially Interested

From a commercial standpoint, the Suez Canal is of greater importance to Great Britain than to any other nation. In 1933 more British ships passed through it than those of the next seven largest users of the canal combined, and tonnage was represented in a similar proportion.

Egypt, through whose territory the canal runs, is an independent nation, although a garrison of about 12,000 British troops is stationed there and in the Anglo-Egyptian Sudan to the south. Egypt was a British protectorate from 1914 to 1922. When her independence was recognized by Great Britain, it was agreed that Egyptian national defense should remain under British control.

Various international agreements have provided that the Suez Canal should remain open at all times to the vessels of all nations. During the World War, however, the Canal was garrisoned by British and French military and naval forces and closed by them to ships of the Central Powers, though it remained open to neutral shipping. In 1882, during a crisis in Egypt, the Canal was closed by British troops for four days.

Not under Government Control

Unlike the Panama Canal, which is directly controlled by the United States Government, the Suez Canal is a private business concern. No nation has direct authority over it. The Canal is owned and operated by the Suez Canal Company (*Compagnie Universelle du Canal Maritime de Suez*), a French organization which holds a concession from the Egyptian Government, expiring in 1968.

Fifty-two per cent of the shares in this company are held by French investors, 44 per cent by the British Government, and the remainder in other European countries. On the board of directors are 21 Frenchmen, 10 Englishmen, and one Netherlander. The British Government's shares originally were held by the Khedive of Egypt but were sold by him to England in 1875 for $20,000,000.

Builder of the Canal was Count Ferdinand de Lesseps of France (see illustration, next page), known also for the failure of the later attempt to build a canal at Panama in the 1880's. The Suez Canal, however, was a success once its sponsors had overcome diplomatic obstacles and early financial troubles.

Work on the Canal was begun in 1859 and it was opened to traffic ten years later with a lavish celebration given by the Egyptian Khedive and attended by the Empress Eugenie of France, the Emperor of Austria and other royal personages.

Unlike the Panama waterway, the Suez Canal has no locks and is built at sea level. At the Mediterranean end is Port Said, named for Said Pasha, Egyptian Viceroy when the Canal was built. The city stands on a low, sandy coast. Its

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SEQUOIAS COMBINE QUALITY AND QUANTITY

One big tree was so thick that two men worked thirteen days to cut it down! Another, the huge "General Sherman," has a base diameter of 36½ feet. Such giants can be injured by nothing except ice and fire, unless man attacks with ax, saw, and dynamite; one is still growing although the heart was burned away years ago (See Bulletin No. 2).

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Sequoia Favored as National Tree

IN A recent poll conducted by a conservation society, the California Big Tree, or *Sequoia gigantea,* received the largest number of votes as the National Tree of the United States. The American elm and the pine were second and third choices.

"The Big Trees of California, stout and healthy to-day, were centuries old when Christ was born," says a communication to the Washington, D. C., headquarters of the National Geographic Society, from John R. White, superintendent of Sequoia National Park.

"Men call them the 'oldest living things.' So nearly indestructible are they that some naked, fire-scorched trunks still stand, though dead before America was discovered; others, which fell centuries ago, remain sound and solid inside. Such vitality has the sequoia that when felled its branches do not wither for years. One giant crashed in 1926 when I was near. I saw it again, in 1931; its foliage was still fresh and green.

Sequoias Grew Millions of Years Ago

"They link us with the past. Their sequoia forbears grew here when the world was younger, when reptiles likewise grew to enormous size. Such mammoths as the dinosaur, unable to adjust themselves to climatic and other changes, faded from the earth; but the sequoia family endured and saw the rise of the mammals.

"Time was when the *Sequoia* genus was spread over four continents. At least twelve fossil species are known, scattered from Greenland and across Europe to Asia. Fossilized trunks as much as 10 feet in diameter and nearly 30 feet high still stand in Yellowstone National Park. The wood of these petrified trunks under the microscope looks very much like that of the trees alive to-day.

"These ancestors of our present sequoias formed much of forests which in ancient days clothed polar regions now barren or locked in ice. Only two species survived the Glacial Epoch, and these are now practically limited to California.

"Some people confuse California's Redwoods with its so-called 'Big Trees.' Both are 'big' and both are of the genus *Sequoia;* both have pink or red wood and both are trees of the largest size. But they are two species distinct in habitat, in bark, foliage, and in reproduction.

"Stump-Sprouts" Source of New Redwoods

"The Coast Redwood, or *Sequoia sempervirens,* is found only near the coast or within the belt of sea fogs, and extends from southern Oregon down to Monterey County, in California.

"The larger species, the California Big Tree, or *Sequoia gigantea,* is confined to the western slopes of the Sierra Nevadas, between 4,000 and 8,500 feet elevation, from Placer County, in the north, to Tulare County, in the south, and is much more abundant in the south than in the north.

"When the Coast Redwood is cut down, it 'stump-sprouts,' as foresters say. A ring of young trees springs up around the stump of the slaughtered *sempervirens;* hence its Latin name, the 'Ever-living Sequoia.'

"But the Big Tree reproduces only from seed; and, since its seeds require specially favorable conditions to root, there was real danger of the extinction of the species until national and State parks were created.

"Until white men came with ax, saw, and dynamite, the Big Trees' only enemies

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harbor is made muddy by waters of an arm of the Nile which reaches the sea nearby.

From the smaller city of Suez, at the Canal's southern end, can be seen the mountains of the Sinai Peninsula, one of which is said to be the Mt. Sinai of the Bible.

From the dawn of history traders and soldiers alike have dreamed of a water route across the Isthmus of Suez. The Egyptians, from 1350 to 1300 B.C., dug a canal which joined the Nile River with the Red Sea by way of Lake Timsah. Eventually this became choked with sand, but another canal was begun about 600 B.C., again joining the Red Sea and the Nile. This remained navigable until the time of the Battle of Actium in 31 B.C.

Note: The Suez Canal, which occupies an important place in news reports concerning the Italo-Ethiopian war, is described and illustrated in "Suez Canal: Short Cut to Empire," *National Geographic Magazine*, November, 1935. See also "Seeing the World from the Air," March, 1928; "East of Suez to the Mount of the Decalogue," December, 1927; "Cairo to Cape Town, Overland," February, 1925; "Geography and Some Explorers," March, 1924; "Along the Nile, Through Egypt and the Sudan," October, 1922; and "From London to Australia by Aeroplane," March, 1921.

Bulletin No. 1, October 28, 1935.

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DE LESSEPS ON GUARD AT PORT SAID

A statue of Ferdinand de Lesseps stands at the entrance to the Suez Canal, which is the French diplomat's boon to sailors. He could not achieve a similar success in Panama because he stubbornly refused to build locks.

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Pantelleria Island, Italy's Gibraltar

A SIMMERING old volcano, jutting up out of the quiet blue Mediterranean between Sicily and Africa, may burst into sudden fame if the threatened eruption of war should come, for it is Italy's "little Gibraltar," Pantelleria Island.

Armies and navies under half a dozen or more flags have fought for Pantelleria, tiny and rough, but standing proudly where it dominates the 90-mile bottleneck of the Mediterranean, where all steamer traffic must pass from Gibraltar to Suez.

Battleground for 2,000 Years

The Italian flag waves over Pantelleria now, which occupies just as strategic a position as when Carthaginians and Romans fought there more than 2,000 years ago. Press dispatches report that it has been strongly fortified.

The 2,700-foot volcano that forms the central feature of the little island is now quiet. Volcanic fires still simmer, however, deep down in Pantelleria's rocky foundations, and make their presence known through hot mineral springs and steaming fissures in the rocks.

Pantelleria is a mass of volcanic rock, thrust up from the Mediterranean's bed in some remote time by volcanic forces. There have been volcanic eruptions under water not far from its shores in recent times, while the well-known volcanoes, Mt. Etna in Sicily and Mt. Vesuvius at Naples, are still active not far away.

With about twice the area of Manhattan Island, Pantelleria is half the size of Malta, British naval base 130 miles away to the east. It is 62 miles from southwestern Sicily (see illustration, next page), and only 44 miles from the coast of Africa. Its inhabitants number less than 10,000, and a penal colony has been maintained there.

Inhabited in Prehistoric Times

Prehistoric tribes of Neolithic men lived on Pantelleria, for remains of their huts, pottery and obsidian tools have been found. Later, Carthaginian forces occupied the island and built a stronghold on twin hills near the present port. Later still the Romans came in 255 B.C., were driven out the next year, but reconquered the island in 217 B.C.

In days of the Roman Empire, Pantelleria was a sort of Siberia or St. Helena, a place of banishment and exile for enemies of those in power.

About 700 A.D., Arabs landed on Pantelleria and annihilated the island's Christian population. They held it for 400 years, until driven out by Sicilian forces. Then a Spanish fleet captured the island in 1311. In 1553 a Turkish army sacked the settlement on the island.

Among the sights of Pantelleria is its "crater lake," a body of water 90 feet deep in the crater of the old volcano—a small and less scenic edition of America's Crater Lake in Mt. Mazama, Oregon.

Brushwood covers the island's broken hills, while olives, figs, grapes and vegetables are grown in the fertile volcanic soil of its valleys. Wines and raisins are exported.

Pantelleria can be seen from a Sicilian mountain peak, San Salogero, on a clear day, and from earliest times it served as a landmark for vessels sailing between Carthage and Sicily, and as a way station and supply point for Phoenician navigators bound for Carthage and Spain.

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were ice and fire. Yet a few short years of logging destroyed perhaps as many Big Trees as now remain in the Giant Forest.

"To save some of these trees, the Sequoia National Park was created in 1890, and for years patrolled each summer by United States cavalry.

"Private individuals, however, still owned the finest parts of the sequoia forests and had, of course, a perfect right to cut them down for lumber. To avoid this, the late Stephen T. Mather, as Director of the National Park Service, asked Congress for funds with which to buy and save more of the Big Trees. An appropriation was made, but it was insufficient.

"Then aid was asked of the National Geographic Society. Immediately, from its own funds and with voluntary contributions from individual members, it subscribed sufficient to purchase the lands and Big Trees desired. In all, The Society bought and gave to the United States a total of 1,916 acres at a cost of $96,330.

"In early days of the park, when cavalry rode its trails, visitors were few—not more than 3,000 to 4,000 people a year. Now, with motor roads, hotels, and comfortable Government-owned camp grounds, one season may bring 150,000 visitors."

Note: For additional information and pictures about Sequoias see "Among the Big Trees of California," *National Geographic Magazine*, August, 1934; "Western National Parks Invite America Out of Doors," July, 1934; "Nature's Scenic Marvels of the West," July, 1933; "California, Our Lady of Flowers," June, 1929; "The National Geographic Society Completes Its Gift of Big Trees," July, 1921; "Saving the Redwoods," June, 1920; and "Our Big Trees Saved," January, 1917.

Bulletin No. 2, October 28, 1935.

Photograph by Lindley Eddy

DEDICATION OF THE NATIONAL GEOGRAPHIC SOCIETY'S GIFT

The late Stephen T. Mather (left), formerly Director of the National Park Service, shares with an Indian representing the Spirit of Sequoia, the honor of unveiling this tablet commemorating The Society's gift of trees to the Nation. The Big Trees are named after Se-quo-yah, Cherokee chief.

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Labrador: Newfoundland's Ugly Duckling

SIR WILFRED GRENFELL, patron saint of Labrador, on his current visit to the United States, is focusing attention on the great variety of little known possibilities of the country which he has helped to supply with hospitals, schools, and orphanages.

"In all the north coast I did not find a cartload of earth," wrote Jacques Cartier of this territory in 1534. But any impression of such a total lack of natural resources must change after Dr. Grenfell's reports.

Labrador, the Dependency of Newfoundland and three times as large, is the easternmost triangular corner of the entire Labrador Peninsula, about one-fifth of the total area. It extends for more than 110,000 square miles from Hudson Strait to Blanc Sablon on the Strait of Belle Isle, and from the Atlantic Coast inland to the Height of Land.

Two Countries Covet Water Power

Because the inaccessible highlands of the interior have never been completely surveyed, the actual line of division was so indefinite and disputed that a million-dollar law suit, "Canada vs. Newfoundland," was needed to settle it. The Privy Council of Canada in 1927 awarded Newfoundland all the coastal plain drained by rivers flowing east, thus including the highly desirable Great Falls on the Hamilton River—a fall twice as high as Niagara where more than a million horsepower plunges to waste during its four unfrozen months each year. The portion of disputed territory awarded to Canada is still occasionally referred to as Canadian Labrador, although it is within the province of Quebec.

Labrador's boundaries embrace a fringe of coastal settlements, fur trading posts, and Grenfell and Moravian mission stations; romantic fjords and naked cliffs like those of Norway; rocky islands and narrow "tickles" (channels); ancient mountains wind-swept and glacier-scraped; 30-mile lakes and rivers swarming with trout and salmon; forests and barrens where fur-bearing animals roam.

Much of this territory is entirely unexplored, for few people can endure the hardships of life in Labrador. The official census lists less than five thousand inhabitants. The white folk are mainly of Scottish and English ancestry, industrious, courageous, hospitable, and religious. The Eskimo population, now dwindling rapidly, is found, like the white settlers, only along the coast. Indians alone can brave existence in the interior. Formerly dependent for their livelihood entirely on trapping and fishing, the inhabitants are extending their industries to include weaving, and the canning and curing of fish and game.

Great Icebound Wealth

Rich gold and copper ores have been reported found in Newfoundland's mainland domain; veins of iron are visible in some of the cliffs. Besides minerals, other wealth lurks there—pulpwood and lumber in the southern forests of black spruce and white spruce, birch, cedar, poplar, and balsam fir. "White coal" lies latent in cataracts like Muskrat Falls and Great Falls.

But the sea, not the land, is Labrador's chief source of wealth to-day. So it has been since Cabot, letting down baskets into the sea, scooped them up full of codfish. Cod is still king on this coast, to the transient summer fisherman from Newfoundland, and to the "liveyere," who "lives here" in Labrador all year round.

Crowded in small Newfoundland-built schooners, some 20,000 Newfoundlanders migrate "down north" every summer as soon as the ice begins to move out. Whole families of them make the trip, with personal belongings and gear, to seek their share of the fish. Those too poor to have schooners of their own travel in another man's boat as "freighters," or passengers.

Once arrived, the "stationers" pick out a fishing berth and settle down for the summer; the "floaters" keep moving, wandering up and down the coast, seeking what they call "good tucks" of fish. Some of the catch is taken "green" back to Newfoundland for final curing and drying. The rest, after being cleaned, split, and salted, is spread out on "flakes," rickety platforms built of small boughs on top of which brush is laid. Here the cod is dried in the sun, the length of the process depending on wind and weather.

Neither "liveyere" nor Newfoundlander speaks of cod by that name. Salmon is salmon and trout is trout; but cod is always "fish."

The "liveyere," like many Newfoundlanders, depends chiefly on the cod fishery for money to buy tea, flour, salt, pork, and molasses for the winter. When the cod "sets in shore," he

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Note: Supplementary material and photographs about the coastline of the 90-mile bottleneck guarded by Pantelleria Island may be found in the following: "Sicily, Island of Vivid Beauty and Crumbling Glory," *National Geographic Magazine*, October, 1927; "Zigzagging Across Sicily," September, 1924; "Ancient Carthage in the Light of Modern Excavation," April, 1924; "Here and There in Northern Africa," January, 1914; "The Greek Bronzes of Tunisia," January, 1912; and "The Sacred City of the Sands," December, 1911.

Bulletin No. 3, October 28, 1935.

New Cumulative Index to the National Geographic Magazine

The new and revised Cumulative Index, just published, will prove a key to unlock the treasures of geographic, historical, and literary information published in the *National Geographic Magazine*. Every article, picture section, and map published between January, 1899, and December, 1935, is indexed under author or photographer, subject, geographic location, and title. This carefully edited volume contains more than 15,000 subject-entries in its 382 pages. At the back of the volume is a separate index to all maps, including wall-size supplements as well as page and half-page maps, covering every part of the known world.

The New Cumulative Index is not only a complete catalogue of material to be found in The Magazine, but it is also a last-minute and authentic report on political geography and the spelling of geographic names. For instance, the Dutch East Indies have become Netherland India, so all material about these islands appears under Netherland India, although there is a cross reference, "Dutch East Indies: See Netherland India."

This volume will be an invaluable aid to teachers preparing units of work in geography or the social sciences, and to research workers, librarians, graduate students, writers, and editors. It will be mailed postpaid to any address in the United States for $1.00, paper edition, or $1.50, bound in durable cloth.

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ANCIENT TEMPLES WATCH OVER TROUBLED SEAS

The Greek Temple of Concord, at Girgenti, on the island of Sicily, looks out across the narrow channel of the Mediterranean toward Pantelleria. Twenty-three hundred years ago Greece built cities, theatres, and temples on the shores of Sicily. To-day the islands of Sicily and Pantelleria give Italy a strategic position at the narrowest part of the Mediterranean.

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Ships Are Signs of the Times

ALTHOUGH just a baby mammoth spending its first birthday sheltered in the Clyde River at Clydebank, Scotland, in another year the *Queen Mary* will demonstrate what the twentieth century can supply for safety, luxury, and speed on the sea.

Now that the steel work on the hull is nearly finished, the furniture and equipment for the cabins are ready to be installed. Such items as 4,000 miles of electric wiring are entering into the construction of the floating city, which will have a dining room seating 900 and a promenade deck a quarter of a mile around.

Slave-Power Propelled Ancient Galleys

It's a far cry from the *Queen Mary* to what was probably the first boat, a tree trunk to which a savage clung. Transitions from a log to a dugout canoe, then to a boat made of planks calked with pitch, were made early in civilization. Soon armored Vikings in their sturdy boats of riveted, overlapping oak timbers rode the green combers of stormy, northern seas, and the oars of long, low galleys flashed in the sunny Mediterranean. Many of the galleys scudded along under a square sail, but they were propelled chiefly by the efforts of weary slaves.

The Phoenicians, first sailors to explore the full length and breadth of the Mediterranean, modified the galley. Afraid of being swamped by following seas breaking over it, they raised its stern.

During the Middle Ages, the desire to travel longer distances led to the abandonment of oars for the crowded sails of the Spanish and Portuguese galleons. In galleons, the high stern reached exaggerated heights. These picturesque but clumsy craft were built primarily to transport large quantities of gold and other precious spoils, not for speed.

Built for rougher waters and to chase fleet schools of fish, northern boats were sturdier and swifter. Some of the boats which darted like wasps around the ponderous Spanish Armada were the small, fast boats of English fishermen.

English Fighting Ships Painted Blood Red

Since the time of Alfred the Great, England has maintained a navy to protect her from attacks by sea. That the King's ships meant business is shown by the fact that until the end of the 18th century, their interiors were painted red to make the bloodshed in naval battles less obvious.

After Vasco da Gama sailed around the Cape of Good Hope and reached the Malabar coast, fleets of East Indiamen began sailing out to India. The ships carried 20 to 30 guns, were massive and rather slow.

Ships built to run to the West Indies, on the other hand, were faster, because they carried what cynical captains referred to as "perishable cargoes"—fruit, and slaves packed in "spoon-fashion" below decks. Trade in slaves, opium, and tea, as well as gold rushes, led to rivalry among American and English shipyards in building large, fast sailing ships. These found their climax in the clipper ships, the first of which was built in Baltimore about 1830. Most of the Clippers from New England shipyards carried tea from China, or gold seekers to San Francisco and Australia.

With the opening of the Suez Canal and the growing use of steamboats, the popularity of clipper ships waned. In 1807, Robert Fulton's *Clermont* steamed up

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leaves his home and potato patch at the head of the inlet or fjord, and moves down to a shack on the outer coast for the summer. When the cod is running, he works 20 hours at a stretch.

Back home after winter sets in, he hunts and traps for fur, shoots ducks, and goes on a "cruise" (visit) to neighbors, traveling from 40 to 400 miles over snow and ice in a dog-drawn "komatik," or sled.

Sometimes a mission holds a fair, and dog teams gallop in from miles around with sled-loads of families. The men hold a shooting match, with a barrel of flour as the prize. The girls fill supper baskets, and the young men bid for them—and the supper partner who goes with them.

Rich furs—fox and ermine, mink and otter, beaver and bear and muskrat—rank next in importance to cod. The part white, part Eskimo trappers do little cod fishing, for the "furring grounds" lie miles away from the coast, and the winter hunt, when pelts are prime, keeps the men away from home for weeks at a time.

Rifles bang goodbye as canoes pull out into midstream to begin the long trip up-river to the "fur paths," or hunting grounds. When a trapper chooses a certain area, he blazes trails, sets out perhaps 300 traps, and builds "tilts" (log huts) at intervals of a day's walk apart. Thereafter, this land is his alone to hunt over, and no other trapper thinks of poaching on it.

The trapper's day is long, work at the traps hard. Storms may overtake him, and 20-below-zero cold. Yet he stops only once or twice to prepare a mug of tea and to take a bite of bread. For supper, cooked on the tilt's tin stove, he stews a partridge with rice and salt pork; or perhaps some beaver or porcupine, whose meat is good eating. If he has time, he bakes "rose bread" (yeast-raised), or if not, soggy bannock. Then he skins his pelts, and stretches them to dry on the fur boards. Frequently he finds that mice have ruined the pelt by chewing away patches of fur.

Furring over, he piles the pelts on a sled, and starts homeward over river ice and snow. At the end of his trail, perhaps 200 miles away, is home and family, a wood fire roaring in the stove, potatoes bubbling in the pot, and sleep—sleep—and more sleep.

Note: For additional data and pictures about Labrador see: "Flying Around the North Atlantic," *National Geographic Magazine*, September, 1934; "Birds That Cruise the Coast and Inland Waters," March, 1934; "The MacMillan Arctic Expedition Returns," November, 1925; "MacMillan in the Field," October, 1925; "Scientific Aspects of the MacMillan Arctic Expedition," September, 1925; and "A Land of Eternal Warring," August, 1910.

Bulletin No. 4, October 28, 1935.

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A WHOLE COMMUNITY "ON THE ROCKS"—BATTLE HARBOR

One glance at the barren rocky coastline, typical of all Labrador, explains why this is sometimes called "the land that God gave Cain." A fur-drying rack on the little island and fish-drying platforms on the larger one (Battle Island) show how the inhabitants earn their living.

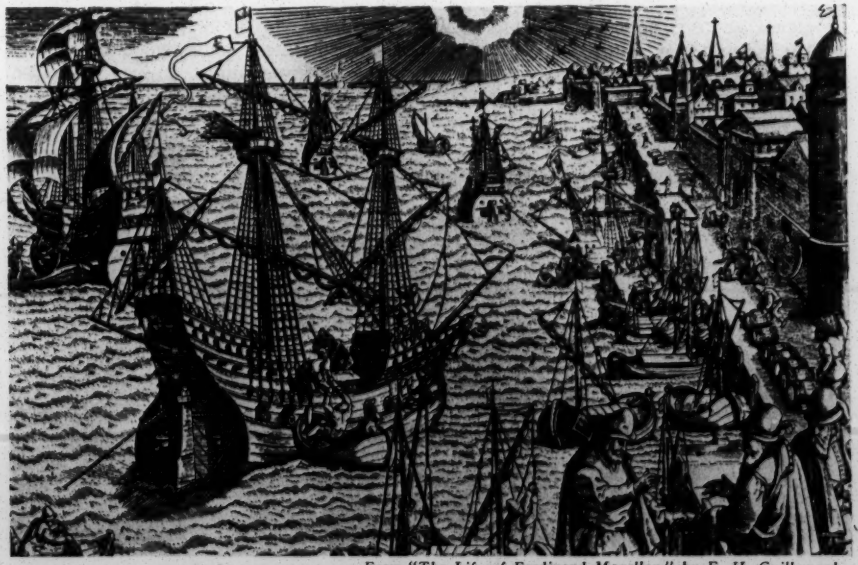
the Hudson at five miles an hour, with a man posted on deck especially to listen for the hiss of escaping steam which warned of a leak, and to repair the damage with molten lead. By 1818, steamboats reached the Great Lakes, and by 1832 they moved up the westernmost tributaries of the Missouri, carrying pioneers into the great Northwest. Fueling these wood-burning boats was a problem, as cottonwood trees near the banks made poor fires, and to saw wood inland meant risking attacks by Indians.

In the latter part of the 19th century, over 2,000 steamboats regularly plied the Missouri, Mississippi and Ohio rivers. From 1850 until the Civil War the winding reaches of the Mississippi resounded with splashing paddle-wheels. Rivalry was intense between passenger steamboat captains, who engaged in races as dramatic as those between clipper ships. Steamboats dashed past each other, furnaces stuffed with tar and resinous wood belching flames that lit up the night skies. In one famous race, when fuel gave out, stateroom partitions, benches, and even fine furniture fed the boiler fires of the winning ship.

Although primarily a sailing packet that used its sails most of the voyage and steam only part of the way, the American ship *Savannah* is generally credited with being the first steamship to cross the Atlantic. In its wake came a long line of ocean-going liners culminating in the speediest of all, the *Normandie,* which recently established a record in its first Atlantic crossing.

Note: Some pictures of shipbuilding and various types of ships can be found in the following: "England's Sun Trap Isle of Wight" and "Where the Sailing Ship Survives," *National Geographic Magazine,* January, 1935; "The Cape Horn Grain Ship Race," January, 1933; "The Greatest Voyage in the Annals of the Sea (Magellan)," December, 1932; "Rounding the Horn in a Windjammer," February, 1931; "This Giant That Is New York," November, 1930; "Norway, A Land of Stern Reality," July, 1930; "The Pathfinder of the East (Vasco da Gama)," December, 1927; "Geography and Some Explorers," March, 1924; and "Ships for the Seven Seas," "The American People Must Become Ship-Minded," and "Our Industrial Victory," September, 1918.

Bulletin No. 5, October 28, 1935.



From "The Life of Ferdinand Magellan," by F. H. Guillemard

BEFORE THE DAYS OF GANGPLANKS AND SMOKESTACKS

Diaz, Vasco da Gama, and Magellan no doubt found much in the busy waterfront of Lisbon, Portugal, to inspire their adventurous seafaring hearts. De Bry's old print preserves an impression of the variety and awkwardness of the boats of the 1490's.

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